



UNITED STATES PATENT AND TRADEMARK OFFICE

col

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

| APPLICATION NO. | FILING DATE | FIRST NAMED INVENTOR | ATTORNEY DOCKET NO. | CONFIRMATION NO. |
|--|-------------|----------------------|---------------------|------------------|
| 10/644,693 | 08/20/2003 | Jeffrey L. Anderson | AAIR-1-1005 | 6718 |
| 25315 | 7590 | 04/26/2005 | EXAMINER | |
| BLACK LOWE & GRAHAM, PLLC 701 FIFTH AVENUE SUITE 4800 SEATTLE, WA 98104 | | | LE, UYEN CHAU N | |
| | | | ART UNIT | PAPER NUMBER |
| | | | 2876 | |

DATE MAILED: 04/26/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary

Application No.

10/644,693

Applicant(s)

ANDERSON, JEFFREY L.

Examiner

Uyen-Chau N. Le

Art Unit

2876

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 14 January 2005.
- 2a) ☒ This action is **FINAL**. 2b) ☐ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 1-3,5-11,13-18,20,21 and 23-26 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 1-3,5-11,13-18,20,21 and 23-26 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on _____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
- ☐ Certified copies of the priority documents have been received.
 - ☐ Certified copies of the priority documents have been received in Application No. _____.
 - ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|--|---|
| 1) <input type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413) Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152) |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08) Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____ |

DETAILED ACTION

Prelim. Amdt/Amendment

1. Receipt is acknowledged of the Amendment filed 14 January 2005.

Claim Rejections - 35 USC § 103

2. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

3. Claim 1 is rejected under 35 U.S.C. 103(a) as being unpatentable over Pugliese, III (US 6,044,353) in view of Manabe et al (US 6,594,547).

Re claim 1, Pugliese III discloses a method for checking a passenger and baggage into an airline flight, comprising: instructing the passenger to obtain a boarding pass at a first location 30 inside an airport terminal (fig. 1; col. 7, lines 1-6 and col. 11, lines 17-37), providing the passenger with the boarding pass (col. 7, lines 15-22), the boarding pass containing information associated with the passenger (i.e., the identification (ID) number) (col. 10, lines 25-45); instructing the passenger to present the boarding pass at a second location 35 inside the airport terminal (fig. 1), the second location 35 being separated from but in view of the first location (fig. 1); the second location 35 further being adjacent a baggage drop conveyor 25; and checking the baggage in accordance with information obtained from the boarding pass (i.e., passenger's information).

Art Unit: 2876

Pugliese, III is silent with respect to the boarding pass also includes the number of bags that are to be checked.

Manabe et al teaches a boarding pass 9 including name of airline, flight number, seat number, destination, baggage ID containing number of bags (i.e., 1-N), and barcode 1b designed to write in barcode passenger's ID, flight number and baggage ID containing number of bags (i.e., 1-N).

It would have been obvious to an artisan of ordinary skill in the art at the time the invention was made to incorporate the baggage information of Manabe et al into the boarding pass as taught by Pugliese, III in order to provide Pugliese, III with a time consumption system wherein the passenger does not have to enter the number of baggage into the ABM for obtaining baggage labels, thus eliminating long waiting line, and therefore an obvious expedient.

4. Claims 2,3 and 5-11 are rejected under 35 U.S.C. 103(a) as being unpatentable over Pugliese, III as modified by Manabe et al as applied to claim 1 above, and further in view of Barclay (US 6,158,658). The teachings of Pugliese, III as modified by Manabe et al have been discussed above.

Re claims 2,3 and 5-11: Pugliese, III/Manabe et al have been discussed above but fail to teach or fairly suggest that the information contained on the boarding pass is printed on the boarding pass in the form of a barcode; scanning the boarding pass at the second location to retrieve the information; respectively.

Barclay teaches the information contained on the boarding pass is printed on the boarding pass in the form of a barcode 212, which is the same with the barcode 212 on the PassPro card

Art Unit: 2876

210 that is being scanned at the baggage check-in location by a barcode scanner 122 to retrieve information (figs. 4 and 6-7; col. 3, lines 52-65).

It would have been obvious to an artisan of ordinary skill in the art at the time the invention was made to incorporate the teachings of Barclay into the system as taught by Pugliese, III/Manabe et al in order to provide Pugliese, III/Manabe et al with a less time consumption system in which the passenger's information can be retrieved readily upon scanning the barcode. Furthermore, such modification would provide Pugliese, III/Manabe et al with a more secure system preventing the boarding pass from being copied, duplicated and/or modified due to the barcode property (i.e., the barcode is difficult to copy) in the fraudulent event.

Re claim 4: wherein the information comprises a destination and number of bags to be checked (Pugliese, III: col. 10, lines 28-33 and col. 11, lines 58-64).

Re claim 5: wherein the second location further comprises a central conveyor 17 and the baggage drop conveyor 25 has a first end and a second end, wherein the first end of the baggage drop conveyor is adjacent the central conveyor 17 (Pugliese, III: fig. 1; col. 7, lines 6-14).

Re claim 6: the passenger placing the baggage on the baggage drop conveyor substantially at the second end of the baggage drop conveyor (Pugliese, III: fig. 1).

Re claim 7: wherein the baggage drop conveyor comprises a scale 129 and the method further comprises the step of weighing the baggage with the scale 129 (Pugliese, III: col. 9, lines 55-64).

Re claim 8: wherein the first location comprises a remote computer located in a home or office (Pugliese, III: col. 5, lines 60-65; Barclay: col. 3, lines 56-59).

Re claim 9: wherein the first location comprises an electronic kiosk (i.e., ATM 30) (Pugliese, III: fig. 1; col. 7, lines 3-6).

Re claim 10: Pugliese, III/Manabe et al discloses a system for checking a passenger and baggage into an airline flight, comprising: a server/central reservation system 230 coupled to a database/storage 66 containing stored passenger and flight information (col. 10, lines 20-45); a plurality of boarding pass station 30 comprising a client computer configured for communication with the server 10, the client computer having a processor/central computer 10, a display, and an associated printer (i.e., for printing a boarding pass), the processor executing program instructions to request itinerary information from the passenger, retrieve information from the database, and cause the printer to print a boarding pass (col. 7, lines 3-6 and lines 16-22); and a baggage drop station 35 located separate from the boarding pass station 30, the baggage drop station 15 comprising a central conveyor 17 having an origination end and a destination end and configured to convey baggage in a direction from the origination end toward the destination end (figs. 1 and 5); and a baggage drop computer located at the baggage drop station 35 and configured for communication with the server 10; the baggage drop computer having a processor 210, a display 111, and an associated printer (fig. 6; col. 6, lines 55-59; col. 10, lines 9-19).

Pugliese, III/Manabe et al also discloses that after all baggage have been checked in and the passenger boards the aircraft for the flight, a comparison of record is made between passengers who check baggage and those who board the flight (col. 12, lines 36-49). However, Pugliese, III fails to teach or fairly suggest the processor executing program instructions to receive and interpret images scanned from the boarding pass and to allow baggage to be checked into the flight at the baggage drop station only if the passenger has already checked in.

Barclay teaches a server 112; a boarding pass station/ticket counter 116; a baggage drop station 130 having a baggage drop computer 120 and a scanner 132, wherein the computer having a processor executes a comparison between the scanned data from a boarding pass/baggage tag with a list of checked-in passenger being provided via communications link, the baggage handler does not load a piece of baggage unless its corresponding passenger identifier is listed (col. 4, line 58 through col. 5, line 23).

It would have been obvious to an artisan of ordinary skill in the art at the time the invention was made to incorporate the teachings of Barclay into the system as taught by Pugliese, III/Manabe et al in order to provide Pugliese, III/Manabe et al with the ability to prevent the baggage of a passenger who has not boarded the flight from being transported into the aircraft, and thus providing a more secure system in the terrorism event. Furthermore, such modification would provide the ability to stop the transporting process of baggage that belongs to those who has not board the flight before the baggage get to the aircraft, and thus eliminating labors (i.e., transporting baggage from the aircraft back to the baggage area).

Re claim 11: wherein the boarding pass includes a bar code 212 containing one or more of itinerary information, a number of bags to be checked, or a code associated with a record stored in the database (Barclay: figs6-7; col. 3, line 60 through col. 4, line 35).

5. Claims 20-21 and 23-26 are rejected under 35 U.S.C. 103(a) as being unpatentable over Pugliese, III as modified by Manabe et al and Barclay as applied to claim 10 above, and further in view of Ross (US 2003/0061080). The teachings of Pugliese, III as modified by Manabe et al and Barclay have been discussed above.

Re claims 20, 21 and 23-26: Pugliese, III/Manabe et al/Barclay have been discussed above and further discloses one or more photocell [121, 124] and lamps [120, 123] serve as sensors associated with the central conveyor 105 and configured to detect the presence of an item on a portion of the central conveyor (Pugliese, III: fig. 5; col. 9, lines 23-54), but fail to teach or fairly suggest that the system further comprising one or more signs directing the passenger to proceed to one or more of the kiosks before proceeding to the baggage drop station.

Ross teaches when a passenger arrive at the airport they are directed by appropriate signs to a passenger information input kiosk 12 (page 9, paragraph [0198]).

It would have been obvious to an artisan of ordinary skill in the art at the time the invention was made to incorporate the teachings of Ross into the system as taught by Pugliese, III/Manabe et al/Barclay in order to provide passengers with a friendly guiding system that guides the passenger to a desired location (e.g., ticket counter, check-in counter, baggage check-in station, etc.), preventing first time traveler, who is not familiar with the check-in system/process at the airport, from being desperate in finding the way.

Response to Arguments

6. Applicant's arguments with respect to claims 1-3, 5-11, 13-18, 20-21 and 23-26 have been considered but are moot in view of the new ground(s) of rejection.

7. In response to the Applicant's argument to "... Barclay discloses ... loading of baggage into an aircraft does not occur until the passenger has actually boarded the aircraft... Barclay fails to teach or suggest allowing baggage to be checked into the flight at the baggage drop station only if the passenger has already checked in..." (p. 9, lines 11-19), the examiner

Art Unit: 2876

respectfully requests the Applicant to further review Barclay in which whether or not the passenger using a PassPro card 210, the passenger has to check in (fig.1; steps 10-26) in order to get baggage tags and thereafter dropping/check-in the baggage for imaging (fig. 1; step 30). Accordingly, the baggage tags would not generated and/or the baggage cannot check in unless the passenger is checked in and therefore, the claimed limitation, given the broadest reasonable interpretation, Pugliese III in view of Barclay meets the claimed invention (see the rejection above).

Conclusion

8. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than **SIX MONTHS** from the date of this final action.

Art Unit: 2876

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Uyen-Chau N. Le whose telephone number is 571-272-2397. The examiner can normally be reached on Mon, Wed. and Fri. 5:30AM-6:00PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, MICHAEL G LEE can be reached on 571-272-2398. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).



Uyen-Chau N. Le

April 04, 2005



**THIEN M. LE
PRIMARY EXAMINER**